

Oregon Operations

Information that is useful for Oregon Wing membership

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This issue is a continuation of our attempts to keep Oregon Wing members updated on what is happening with reference to Operations. This knowledge should allow you to become more effective in performing your CAP activities.

Operation Staff

The Oregon Operations staff had our monthly face-to-face meeting on Thursday night, April 27th. During this meeting, we discussed our objectives, both for the entire directorate and for each section. The overall objectives for the directorate are:

- I. Provide a continuous flow of information to the membership that will insure that they understand wing policies, issues, and problems.
 - a. Publish the Oregon Operations Newsletter
 - b. Hold monthly teleconferences with operations specialists in the areas of Aircraft Management, Check Pilots, Incident Commanders, Unit ES Officers, and Unit Communications Officers.
 - c. Hold monthly face-to-face meeting with Operations Staff
- II. Insure that Oregon Wing is mission ready for taskings by our customers.
 - a. Insure that our aircraft maintenance insures aircraft availability with unscheduled down-time minimized
 - b. Specialize unit functionality based on capabilities of aircraft assigned to the unit
 - c. Insure that all emergency services personnel exceed training requirements for the positions that they are qualified for
 - d. Create collateral showing Oregon Wing capabilities for presentation to our current and potential customers
 - e. Coordinate with Oregon State to insure that CAP has a permanent seat in the State ICP whenever it is activated
- III. Provide state-wide communications capability for assets deployed within the state borders'
 - a. Insure that assets are deployed to provide IMU communications entry in all operational areas of the wing

- b. Insure that all IC's and ground members have adequate communications capability to function effectively.
 - c. Replace old repeaters with new narrow band repeater equipment
 - d. Identify and install one additional repeater site each year to provide communications coverage in an "active" area not yet covered by existing repeaters..
- IV. Insure that our pilots and crews maintain benchmark proficiency and safe operating practices.
 - a. Exceed the annual mandated 200 flight hours per aircraft
 - b. Insure that all check pilots use a common standard for conducting flight checks of pilots and crews

During our next few meetings, we will be working on defining and examining measurable indicators to see how each section is accomplishing their objectives to make the overall objectives a reality. If any members would like to attend our meeting and become familiar with the details of our work, they may attend our next meeting on May 25th at 7:00 PM at Izzy's Pizza in Wilsonville.

Aircraft Coming and Going

We have firmed up our expectations as to where each of our aircraft will be based and what special capabilities they will have. Our goal is to have each squadron that has an aircraft to focus their training of aircrews and associated ground support members to become experts with the equipment and capabilities of their aircraft. At this point, the assignments will be:

- Salem Squadron
 - N9313X
 - Photography expertise with SDIS and Slow Scan
- Medford Squadron
 - N101SP
 - Expertise in missing person/vehicle detection
- Metro Squadron
 - N9433X
 - Expertise in ELT tracking
- Washington County Squadron
 - N98426
 - Glider tow expert and transition training
- Bend Squadron
 - N4934N

- Basic SAR and ELT capabilities
- Wing Headquarters
 - N9883E
 - State Director/Replacement Aircraft

We are hoping to get our C172 aircraft from Alaska over the Memorial Day holiday, weather permitting.

National Headquarters is here to help...

Last month, I indicated that we believed that we were going to get an SDIS system for our aircraft. National's response to our request completely exceeded our expectations and we now have our first complete SDIS equipment set. The cabling and mounting tray for the satellite telephone is currently being installed in N9313X. We hope to have the installation completed in time for the Bend SAREX so everyone can see the equipment and our new capabilities.

Wing Pilot files

Our request in last month's newsletter for help in getting current documentation for our wing pilots and our check pilots seems to have been pretty much ignored. I have only received the needed documents from one pilot. The wing files are certainly not current and we need your help to getting the documentation to us that is required. If you are a member of Wing Headquarters (OR-001) or you are a check pilot, please get a copy of your pilot license, your instructor license (include a legible copy of the back with expiration dates), and your latest medical certificate. If you could also look in CAPR 60-1 and copy the statement of understanding, then sign it and send it along with the documents listed above. Please send these to the DO's home address (Peter Andersen, 39505 SW Gibson Rd, Gaston, Or 97119).

Oregon Wing Policy Updates

We are still working on generating a written policy for conducting our CAPF 91 check rides in Oregon. Hopefully, we will have more data on this next month.

Remember that you must have a functioning ELT practice beacon for your checkride and that the check pilot will normally ride in the back seat to evaluate the pilot/observer coordination in performing the required tasks.

There has been some confusion about pilots getting a CAPF-5 checkride during our funded training missions. Our policy is clear. Pilots are responsible for getting their own CAPF-5 check rides and our training funding will not be used to perform these rides. We will allow members to get a non-mission CAPF 99 release on Sunday when we have a training mission that runs through Sunday. You will have to pay for the flight time and fuel from you own pocket.

When you are entering flight times into the aircraft log, please remember to use the policy that, if the number is in the process of moving to the next number, **always round up** to the higher number.

From the desk of Standards/Evaluations

The 2006 National Check Pilots Standardization School went very well. Thank you to all of those who were able to attend. Thank you to Greg Guy, Dick Lowell and Dick Weichman for their presentations and to Bob Asher for stepping in at the last minute to act as the IC. Congratulations to the newest check pilots as a result of this year's class:

Chris Adams	Mission Check Pilot
Will Boltz	Check Pilot
Greg Guy	Mission Check Pilot

From the desk of Current Operations

We are looking into several options for getting more hours on our aircraft. It is clear that we cannot get enough hours to justify our aircraft using only funded sorties. The table below shows the hours that are needed to make our goals.

	Corp Funding	Hours
Training	\$18,000	224
Counter Drug	\$2,000	25
ROTC		120
Cadet O-Ride	\$13,000	163
B12 (49 x 1.0)		588
SAR (est)		200
Reasonable Hours		1320 (220 per AC)

Note the line labeled as B12. We have 49 pilots in our wing at this time. If each pilot would fly just one hour per month of B12 or C sorties in our corporate aircraft, we could make our flight time justifications. During our meeting, we discussed several options to get this needed flight time. Most other wings have a policy that requires each pilot to fly a minimum number of hours per month. We are discussing implementing a policy that would require each CAP pilot to fly 2-3 hours per month with at least 1 of these hours in a corporate aircraft on a non-funded sortie. The other hours could be flown in any aircraft and would insure that our pilots remain proficient for the types of flying that we perform. Your comments on this are welcome.

From the desk of Emergency Services

I have released the latest CD that is our IC mission kit. All Oregon IC's should contact Dave Rudawitz to get your copy. We are charging \$5 for the CD to cover the costs associated with generating the disk.

I recently received some questions about an upcoming SAREX that I thought many of you new members may also have but were afraid to ask. So, I thought that it may be good to answer your questions in the Operations Newsletter and save you the time to ask or worry about the not having the answers.

How many of our members would be able to go

We generally have no limitations on the number of personnel that can attend as long as all personnel have some ES rating either qualified or trainee. On occasion, should we have an over abundance of personnel, not everyone may get to perform in the function that they desired. In the past this has happened to aircrews. However, we more recently suffer from a shortage of available crews.

Will there be jobs for both cadets and adults?

No distinction is made between Cadet and Senior members except as required by regulation. That is, Cadets are limited, due to age, as to which ES ratings they can train for or hold. Other than that, in training exercises, we always want to use trainees so that they can learn. So, to that end, otherwise qualified Cadets have as much opportunity as any Seniors. The tradeoff is that sometimes getting flights launched takes longer when trainees are working in the Air Operations Branch. We are trying to work on this by having tabletop exercises for incident command staff and moving the planning ahead on SAREXes so that the sortie planning is ready ahead of the flight days.

Are there any costs we have to pay?

As much as we would like to be the benefactor of all our members, in general, CAP members must pay for their own travel expenses for training exercises (and usually for actual incidents as well). SAREX host units try to organize places to camp and to stay for free such as in a church or offices at the airport. They often arrange for discounted hotel rooms and sometimes for food arrangements at the exercise site as well.

When should I arrive for a SAREX?

Typically, SAREX operations are on Saturdays and sometimes extending into Sunday. When we want to have all the aircraft at the SAREX base, we usually want them moved on Friday. This necessitates that we stand up some limited command operations on Friday. We also like to have incident staff in place early Friday evenings to set up the ICP and initiate planning activities. We usually want to get all aircraft back to their home bases before dark if at all possible. We also try to finish up on Sundays by mid-afternoon. Many of our SAREXes are what we call "distributed" where aircraft and ground personnel are dispatched from and recovered to their home bases. This usually means that aircrews and ground/UDF teams should be prepared to launch on Saturday morning.

What exactly will I be utilized for?

We encourage aircrews to be organized before they arrive at the incident base or to be launched from their home base. We can put crews together at the ICP but

preference is always given to organized crews. This also goes for Ground and UDF teams. Personnel want to function as a senior incident command staff (Branch Directors and Chiefs) member should contact the IC prior to the SAREX to arrange for a slot. This includes both qualified and trainees. Incident base support staff (radio operators, mission staff assistants, etc., will be assigned as they arrive. We always try to assign personnel to the area in which they are actively training. Sometimes this is not possible so that the entire training can move ahead slowly.

The recent changes to CAPR 60-3 have changed how members are to renew ES qualifications with regard to requirements for incident participation (used to call it mission participation but "Incident" is NIMS/ICS compliant). ES qualification renewal no longer requires just member incident participation. This has been replaced with the requirement for the member to have their skills evaluated.

2-4 b 2) Be evaluated on at least one mission (actual or training) every 3 years by a qualified evaluator as outlined in paragraph 2-2a in each specialty (or equivalent specialty) for which renewal is requested. A matrix of equivalent specialties is included as attachment 4 to this regulation. During the evaluation, candidates will be required to demonstrate their ability to perform and/or evaluate all tasks required to qualify in that specialty. This evaluation does not have to be completed on an Air Force approved training mission. CAPF 91 check rides will be considered equivalent to this evaluation for all aircrew positions for mission pilots. A separate evaluation is not required. Personnel that are currently qualified in a specialty are expected to be re-evaluated within 3 years of issuance of this regulation change.

Incident participation is still required for initial qualification for any ES rating. Participation in two incidents is required. This can be accomplished with any combination of the following except as noted:

- Active participation in an actual SAR/DR/HLS AFRCC approved incident
- Active participation in an actual SAR/DR/HLS NOC approved incident
- Active participation in an USAF approved SAR/DR/HLS AFRCC training incident
- Active participation in an ORWG approved SAR/DR/HLS AFRCC training incident
- Attendance at pre-approved ORWG sponsored training where incident credit has been authorized by the DOS
- Successful completion of a CAPF 91 check ride (includes Mission Pilot and Mission Observer)

Incident credit can be received for participation in one operational period (eight hours) or one sortie (for air crews). Thus, it is possible to earn incident participation credit for more than one incident and more than one ES specialty during a training or actual incident.

It is also important to understand that incident participation credit is not automatic. The member must actually participate in the ES specialty for which credit is desired and that participation must involve demonstration of skills. For example, driving around in a car for an hour looking for an ELT and never performing any DF activity would not qualify for incident credit for UDF. The requirement for incident participation is to enable the trainee to demonstrate their mastery of the skills needed to qualify for advancement from trainee status. If no skills are demonstrated, determination of the member's mastery is not possible.

It is the responsibility of the member's SET qualified supervisor on the incident to determine if incident credit is warranted. Questions regarding credit for a specific incident should be referred to the incident's IC. Further questions should be referred to the DOS for resolution.

Incident participation credit is now entered as a task completion in the WMU. It can be entered by the member or by the SET qualified supervisor of the member but it must be certified by an approved SET qualified supervisor just like any other task. There is no provision to enter an incident number. Members working on qualifications should also carry a hard copy of their SQTR where they should obtain incident numbers, dates and signatures to document their incident participation (and completion of other skill demonstrations) in order to provide a backup to the WMU.

From the desk of Counter Drug

We have learned that there are significant changes being made in the CAP counterdrug program. In the future, our mission costs will be paid by the customer and will not come from CAP corporate funds. We need to establish our own relationships with our customers to get them to request and pay for our services. Toward this goal, I will be attending a joint conference in Idaho the first week of May.

In order to make it easier for members to remain current in the counterdrug program, the online counterdrug orientation and refresher courses will remain available indefinitely. The only exception will be for short periods of scheduled maintenance. The courses will be available to those eligible at https://tests.cap.af.mil/ops/cd_dl/test_page.cfm. Because of the current federal agency backlog with background screenings that is beyond CAP's control, we will allow members who do not have a current background screening to take the online courses, but the members must have a current CAP Form 83 on file with HQ CAP/DPS.

From the desk of Aircraft Maintenance

We are working to insure that all of our aircraft are flyable for the May SAREX in Bend. We had received information that one of our aircraft was not flyable because the pilot's handbook was incorrect. Pete Andersen and I flew to see the aircraft and investigated the issue. What we found was that there was one page missing from the manual – it was the index page for the checklists. It should be noted that the checklist in the manual is not the checklist that is required to be used in CAP aircraft and we must use the checklist provided by National Headquarter for each aircraft. When you discover a discrepancy, spend a little time to see if the issue is really serious enough to negatively impact the safety of the aircraft before you panic and request grounding of an aircraft.

From the desk of Communications

Squadrons should expect to see requests for reassignment of radio equipment. It is our intent to move radios from locations where they are not being utilized into the hands of members that really need them. The first priority is to support our Emergency Services commitments. This means ground teams, MRO's qualified to use the IMU in distributed mode, and Incident Commanders.

In the next couple of weeks we will be announcing the details of the "Communications Council". It will be formed primarily of Squadron Communications Officers, and Wing Communications staff. We will be using the National HQ teleconferencing system. All squadron communications officers interested in participating should contact the ORWG / DC to assist in picking the day and time for the teleconference, and to be included on the list for further updates.

All squadron commanders are requested to have their communications officers, or other designated representative, to perform a complete inventory of Radio Equipment being held by either the squadron, or members of the squadron. Do not limit the inventory to those items listed on the unit communications summary reports, include everything. Include model numbers and serial numbers as well as where the equipment is located and who is responsible for it. Thank you in advance for your cooperation.

Upcoming Event/Activities

6-7 April 2006 – "You all come" SAREX in Bend. Watch for details during the week.

16-18 June 2006 – Distributed SAREX